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Web Site

www.wsdot.wa.gov/TA/AboutUs/
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Corridor Safety Program

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The goal of the Corridor Safety Program is to reduce fatalities and serious injuries in Washington State. The program is a joint effort between the Washington State Department of Transportation and the Washington Traffic Safety Commission. Many partner agencies are also involved, including the Washington State Patrol, county public works and sheriff's offices, and city public works and police departments. The Corridor Safety Program works to reduce collisions on roadways using low-cost, near-term solutions through the

use of partnerships with engineering, enforcement, education, and emergency services. The program is locally coordinated in each community. This local coordination includes providing local leadership to chair meetings of the steering committee. It also requires local involvement including local agency governments, interested citizens, businesses, schools, and any other agencies that have a vested interest in the safety of their roadways.



Colville, 1998



Lake Stevens, 2000

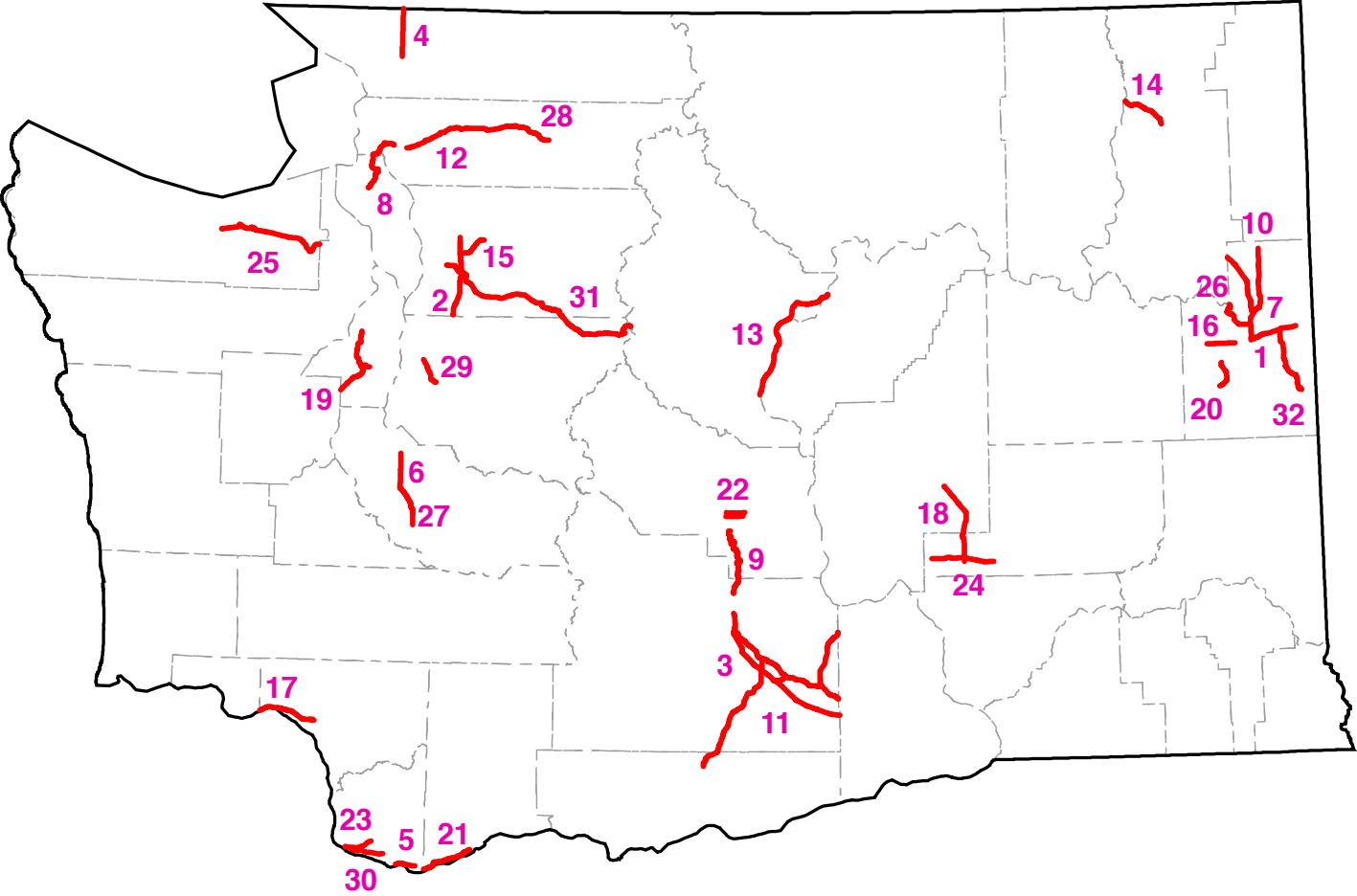


Vancouver, 2005



Moses Lake, 2002

**Corridor Safety Program Project Locations
1991-2008**



- | | | |
|---------------------------|-------------------------------|-------------------------|
| 1. East Trent | 12. Burlington/Sedro Woolley | 23. Fourth Plain |
| 2. Snohomish County | 13. 97A | 24. Othello |
| 3. US 97 | 14. Columbia Gateway | 25. Driving 101 |
| 4. Guide Meridian | 15. Lake Stevens | 26. Francis to 9 Mile |
| 5. SR 14 | 16. Airway Heights | 27. Mountain Highway 2 |
| 6. Mountain Highway | 17. SR 4 | 28. Upper Skagit Valley |
| 7. D-Zone | 18. Moses Lake | 29. Rainier Ave S |
| 8. Island/Skagit Counties | 19. Cross-Kitsap | 30. Mill Plain |
| 9. Yakima River Canyon | 20. Memorial Highway | 31. US 2 |
| 10. Y-Zone | 21. Cape Horn | 32. Spokane Valley |
| 11. Lower Yakima Valley | 22. Kittitas/Vantage Highways | |

The Corridor Safety Program began in 1991 on state routes in Washington. In 2003 the program expanded to include projects on city streets and county roads.

Above is a map showing project locations around the state since the program began, from the earliest (# 1) to the most recent (# 32).

Corridor Timeline

- Roadway with significant crash history is identified and community leadership and support for a project is found
- Collect/prepare collision data and organize/advertise initial meeting (1-3 months)
- Initial meeting to review Corridor process and examine collision history, followed by decision from community on whether to move forward with a project
- Action Plan development – first involves problem identification then is followed by development of solutions (6-12 months)
- Public kickoff
- Active work on project: engineering, enforcement, education, emergency services (18-24 months)
- Project completion (measure results)

Results

The Corridor Safety Program has been successful at increasing road safety in addition to building community relationships. In 28 completed corridors around the state (measuring the average of 3 years before a project versus 2 years after a project) the collision reductions below have been measured. In comparison, statewide crash information for 2001 to 2007 is shown in parentheses. Note that this time period for a statewide comparison (2001 compared to 2007) was chosen due to the fact that these are the earliest and latest years available with complete statewide crash information for all public roads.

- Total collisions are down 5% (statewide up 1%).
- Total injuries are down 11% (statewide down 12%).
- Alcohol-related collisions are down 15% (statewide up 6%).
- Fatal and serious injury collisions are down 34% (statewide down 17%).
- Costs to society (based on collisions) have dropped from \$16.0 million per year to \$11.8 million per year, a savings of over \$4 million per year per project.

